

POLYPHEMUS IN FROM WAR ZONES SCORNING DIVERS

Officers Tell of Drama Staged in Great Naval Theater of World Conflict

DESCRIBE TRAPPING OF GERMAN SUBMARINES

"Duplicate" Warships Built by Admiralty Fool Teutonic Spies and British Seamen Alike

Arriving yesterday from New York, via Kingston and the Canal, the Blue Funnel liner Polyphemus spent the forenoon and greater part of the afternoon in port, departing shortly after three o'clock for Vladivostok and Yokohama. The vessel pursued the usual course of unshipping its guns and getting them and their naval crews ashore at Kingston, to pick them up again at Zanzibar on the way home. The vessel is, in command of Captain Arrowsmith and has five thousand tons of general cargo for the Orient.

The Polyphemus left London on her way westward on December 10 and is comparatively fresh from the war zones through which she passed without sight or sound of a German submarine. A dent in her stern yesterday attracted attention and was ascribed to ramming submarines, but the only thing she named according to her officers was a prosaic London wharf.

She sailed from New York on January 20 and from Balboa ten days later. She reached port here at six o'clock yesterday evening, too late to be entered and came in to take coal yesterday morning.

Used To Submarine Zones

All of her officers have been sailing for the past two years in the submarine zones of Europe, and they all, from the captain to the apprentices, treat the German under water threats with the greatest indifference, scorning any suggestion that England can be weakened a tittle by their operations.

One officer stated that for two years he has been sailing within the limits of the war zone continually and has never seen a German submarine, but adds that that doesn't prove they are not there.

All of them, however, speak of the work of the British navy in terms of greatest awe and look upon its protective operations as nothing short of inspired. The marvelous secrecy under which the British naval vessels are working, the abysmal silence of the Admiralty over every victory, and above all the mysterious end of the "Tenton" submarines, particularly intrigues their fancy.

One of the officers yesterday told one illustration of naval movements which fairly typified the many others he called to mind. A great warship was building in the Clyde, after the war was well on its way, and as it neared completion the German submarines were reported with greater frequency waiting outside to "get" her on her first trip. The vessel was a monster of its kind with a hundred-foot beam and built in proportion.

Duplicate Pools Spies

The day finally came for her departure for Liverpool where she was to be placed in full commission. She sailed accordingly in the forenoon, submarines or no submarines. In the afternoon she put back, came to her wharf again, and again the streams of men passed to and fro on her at their work. A few days later she was sent to the Clyde to be broken up.

The same day that she left the Clyde she reached Liverpool, went through the routine of going into commission and eventually sailed for the north of Scotland for duty.

No one ever discovered where the duplicate of her came from, but duplicate it was, a shell of a boat representing the real vessel's outline and little else, and during the time that the original was going into the battle line the submarine continued to wait outside for the duplicate.

The people of Liverpool, continued the same officer, see war vessels come in at anchor in the Mersey in the grim gray lines and remain over night. The following day they are apparently still there, yet they are also on duty miles away, their places taken by exact copies for the benefit of the German intelligence department.

These actions have raised the British navy to the plane of the supernatural in the eyes of the Britisher, and the officers of the Polyphemus are not the only ones to bear the same attitude towards the fleet, for it can be felt on any British merchantman that has been in port.

The merchant officers know as little about the catching of the submarines as any other citizen but know they're caught, for they see them coming in. Their catching is another mystery of the British navy. There was no mystery about the capture of one undersea boat, however, say the Polyphemus officers.

This submarine was sighted cruising a short distance inside the Thames estuary by a British destroyer. The submarine was there for scout purposes only, and the destroyer took it calmly. She ran around in the rear of some sandbanks and had the lightship shifted a number of degrees, with the result that upon leaving the estuary the submarine took a bearing on the light ship and promptly ran herself on a sandbank.

At low tide the naval authorities coolly collected their booty and put the submarine on exhibition in a London dock at sixpence a throw, outside only. Captain Arrowsmith has another story on his vessel which gives a line

HILO JAPANESE WELCOME CONSUL

Banquet Given in Honor of Mori Shows Friendship Between Races

(Mail Special to The Advertiser)

HILO, February 17.—In honor of Consul-General Mori of Japan the Japanese Board of Trade of this gave a dinner at the Seaside Club last evening which was one of the noted affairs of the kind held here this year. More than one hundred guests were present and the dinner was marked by the pointed talks made and the strong feeling of friendship among those of the different nationalities present.

B. H. Suhl, of the First Bank of Hilo, presided as toastmaster in happy style and called upon I. Kitagawa, president of the Japanese Board of Trade as the first speaker. President Kitagawa made a felicitous talk and called for a standing toast to the President of the United States.

Judge C. K. Quinn of the Fourth Circuit Court, who was one of the guests of honor, spoke directly to the point in a most happy style, calling attention to the fact that the Japanese of Hawaii are among the most law-abiding people in the Territory. He stated that although he has had a heavy criminal calendar in the circuit court since he came to Hilo, only one out of the many prisoners charged with a felony was a Japanese, and he was acquitted by a jury.

S. C. Carlsmith also made a pleasant and interesting talk upon different subjects, speaking of the progress of the Japanese and what they have accomplished here. Then Consul-General Mori was called upon and was given a hearty welcome by all present.

Mr. Mori spoke seriously on the subject of the present and future of the Japanese in Hawaii, and expressed the strongest conviction that they would prove to be good citizens of the Territory. It was with the greatest pleasure, said Mr. Mori, that he saw the progress of the younger generation of Japanese in these islands towards American ideas and principles, and added that with the splendid educational facilities here he feels certain that this younger Japanese element will turn out to be true and loyal American citizens.

Among the other speakers at the dinner were Judge W. S. Wise and Attorney Harry Irwin, who rounded out the occasion with their bright addresses. Altogether the dinner was a most successful affair, and the guest of honor, Mr. Mori, was delighted.

JUDGE QUINN URGES SCHOOL FOR GIRLS

Wants Boarding School To Establish An Annex

(Mail Special to The Advertiser)

HILO, February 17.—Following a busy session of the Juvenile Court this morning Judge C. K. Quinn spoke emphatically in support of a proposition that the Hilo Boarding School establish an annex for the education of girls. Judge Quinn stated that this was one of the necessities which Hilo will some time have to face, not, he said, an industrial school, but one where a girl will have at least something of the same chance along practical lines in education that the boys of the Territory now have here at this splendid school.

Judge Quinn has already taken up the matter with Mrs. Levi Lyman who was once a teacher in the Kamehameha Girls' School, in Honolulu, and has also taken up the matter with the Hilo Boarding School. He made the suggestion for the girl's annex and Mrs. Lyman is reported to have been much impressed with the idea and will be one of the advocates of such an addition to the educational facilities for girls here.

It is probable that the Board of Trade of Hilo will take up the matter and it is possible that some action will be taken by its legislative committee in seeking at least partial support in this matter.

GOVERNOR DIES

(Associated Press by Federal Wireless)

SANTA FE, New Mexico, February 19.—C. de Baca, recently elected governor of New Mexico, died here last night. Governor de Baca was elected chief executive on the Democratic ticket in November, defeating H. O. Burton, Republican candidate.

on the British navy. After leaving London he ran into Swansea for coal, his vessel at that time, (and at the time he left the other naval port of London) having the typical blue funnel of his line.

When Swansea naval authorities saw him coming in with a blue funnel they were extremely horrified and sent him a peremptory notice to appear at naval headquarters. There he was reprimanded for the blue paint and his explanation that London had no objection to it did no good. He was ordered to paint it black.

He said he had no black paint and was ordered to buy some. He explained that he had no authority to do that and was ordered to get it. So he went out and wired to the London office that the naval authorities had ordered him to paint the funnel black. The answer came back in two words, "Paint it."

So he painted it. It's still black.

TICKLING IN THE THROAT. Even the slightest tickling or hoarseness in the throat may be the forerunner of a dangerous illness. Stop it at once with Chamberlain's Cough Remedy. For sale by all dealers. Benson, Smith & Co., Agents for Hawaii.

MERCHANT MARINE A CHARITY AFFAIR

Uncle Sam Must Be the Philanthropist Says Important Committee

(Mail Special to The Advertiser)

"Somebody must pay" is the sub-head under which the merchant marine committee of the national foreign trade council sums up its remarks on the American merchant marine for the benefit of the council's fourth national convention. The committee has published a pamphlet on its researches which contains a great many generalizations but not as many essential facts as it might, although the report is such that it was bound to have a great effect on the foreign trade interests in the United States.

The report concludes in effect that the taxpayers must stand the difference of the cost of operation between foreign and American ships a fact which is usually recognized. The conception seems to be that the taxpayers will have to stand all the difference, including the poor business methods of the American ship owners.

One of the signers of the report is Robert Dollar, the ship magnate, whose action at the time the Seamen's Act was passed approximated the Dollar Mail's, and who runs British ships in preference to American ones. The other signers were James A. Farrell and P. A. S. Franklin.

The most lucid part of the report about the American marine is as follows:

"Somebody Must Pay" Either by leasing of the government-owned vessel to private enterprise, by government operation, the shipping act embarks the United States in an industry normally costing more to conduct in the United States than under foreign flags. Under normal conditions of peace, it can scarcely be expected that private companies will undertake the operation of government ships unless the rate of lease or charter is sufficiently lower than the market rate to offset higher American operating cost. Somebody must pay the difference and under the proposed policy it will be the taxpayer, just as surely and completely as under a subsidy policy. If then, government aid is extended only through leasing of government-owned vessels, the American flag in foreign trade will become a government monopoly except for such chartering as may be desired, as a matter of policy and protection, to own and operate vessels for the carriage of their goods.

It is not generally realized that the authorization for a \$50,000,000 bond is one to give effect to the shipping act, the most unrestricted appropriation ever made by congress, for no regulations are laid down. A public building bill always specifies the location, the limit of cost of post offices and custom houses. A river and harbor bill does the same for engineering works. But the Shipping Board is in power to build, buy or lease vessels and to lease or sell them and with the funds derived it may build, buy and lease more, and again lease or sell them. It is open for the government to assist private enterprise by chartering vessels to individuals or companies at less than the market rates, but a distinct danger lurks in the possibility of political influence being exerted to defer mine the recipients of such aid. The shipping board will require a maximum of independence and vision to resist such influence, for it is unlikely that the public will ever consent to sufficient appropriations for the government construction or purchase of vessels to ten million tons necessary to render American commerce reasonably independent of foreign transportation after the war.

The government control of European shipping during the war has led to some projects for a similar control during the reconstruction period and permanently thereafter, and this has created a rather acute apprehension that European merchant fleets may get with the return of peace, be again as thoroughly at the service of American commerce as before the war, but that by some cooperative policy the various belligerents will use their shipping only for the encouragement of their own commerce. This overlooks two important facts. First, that importation from, and exportation to the United States will be the most important element of European commerce and second, that when ships now impressed in government service and immobilized are released, there will probably be more ships than freight and unrestricted competition will serve the national interest of all countries better than European government control.

TWO VESSELS IN FOR PEARL HARBOR

(Mail Special to The Advertiser)

With the number of merchant vessels in Honolulu harbor reduced to three, two have arrived since Saturday noon for Pearl Harbor and are discharging there, the details of their cargoes, or other data concerning them not being made public.

The steam schooner Jaqua arrived yesterday morning and was taken into the locks later in the forenoon. She has a cargo of lumber from Gray's Harbor.

The naval collier Proteus is also in the locks discharging for the navy but her time of sailing for the Philippines has not been announced, remaining uncertain up to last night.

WOMAN BADLY HURT

Saturday night a Filipino woman, Ramona Batista, was taken to the emergency hospital, suffering from a badly bruised face and body. She said that her husband had beaten her, and had drawn a knife and threatened to kill her. The man was placed under arrest.

PLANS NEW BID ON BATTLE CRUISERS

Bethlehem Steel Will Construct Two At Cost of Government-Built Ships

(Mail Special to The Advertiser)

PHILADELPHIA, January 13.—Edmund G. Grace, president of the Bethlehem Steel Company, told members of the Terrapin Club at a dinner in his honor tonight that the Bethlehem organization would shortly make a fresh offer to the navy department relative to the building of one of the four \$17,000,000 battle cruisers. This offer, he said, could be presented in this form: "If you will build the first two battle cruisers in government navy yards we will build the other two at the asserted cost of building the ships in government yards, without additional expense or commissions of any kind. We will also contract to have our ships ready for service ahead of the government ships."

Mr. Grace said that the policy of the navy department seemed to embody an effort to discourage private enterprise and to divert all work for national defense into government plants.

"The situation in reference to the battle cruisers," he continued, "is a case in point. The Bethlehem Steel Corporation controls shipbuilding companies which build perhaps forty per cent of the tonnage of the United States. Knowing the purpose of the government to enlarge the Navy, we have liberally reserved a large part of our facilities—at the sacrifice of merchant contracts carrying with them very large profits—that it might be available to aid in carrying out the naval program."

"We bid on the battle cruisers some which navy departments experts, after examination of our books and records, would yield a profit of less than ten per cent. The prices are now called 'exorbitant.' The secretary of the navy writes a letter to the house committee on naval affairs, and congress is asked to appropriate \$12,000,000 with which to equip the government navy yards to build these ships. The request is made without any assurance whatever that the government can build these ships any more cheaply than the private shipbuilders."

Huber Denies Rumor That Puts Irwin In Kemp's Office

A report in circulation that the friends of Attorney Harry Irwin are seeking to have him appointed assistant United States attorney for the District of Hawaii, succeeding Attorney Kemp, who has been promoted, is flatly denied by S. C. Huber, United States attorney for this district.

Attorney Irwin has been in Hilo for over a week attending to several court cases and looking after probate matters. When seen Saturday, Irwin stated that it was true there had been a proposal that he seek the appointment, but he stated emphatically that he had not done so.

Mr. Huber, whose deputy Irwin would be if appointed, stated Sunday that he knew nothing about the proposed appointment of Irwin. He said it was probable that someone from the mainland would be appointed, although he had heard nothing to this effect. Irwin made the following statement: "Friends of mine have spoken to me about the appointment, but I have not received a direct offer. I am not seeking the office and do not propose to. Consequently, I cannot speak about the matter."

Piscatorial Joy Makes Aquarium Tanks Sparkle in Gay Color

There are fishes in the ocean, There are fishes in the sea, But the largest fish variety is out at Waikiki. In the big Aquarium glass tanks Are the fish you ought to see.

In a thousand different shades and colors, representing seventy species of Hawaiian fish the inhabitants of the Aquarium at Waikiki Beach, are jubilant these days as they sport about in the big glass tanks, contemplating, no doubt, the many admirers who will come out to see their aquatic antics during Carnival week.

The kīhikihi, the spectacular black and red boys are gayly flying their long white plumes in celebration of the event. The kumu, known as Moorish idol fish, have a self-satisfied look about them, resting assured that they will be admired more than all the other fish. Just across the way from them a tank of convict fish, the kīkākapa, sportively swim about in the water, blissfully ignorant of their prison sentence and happy in captivity.

Manager Fred A. Potter, of the Aquarium, states that the tanks have been restocked during the past ten days and everything is in tip-top shape for the Carnival visitors. A splendidly good batch of squid is now on view. The eight octopi to be seen at the Aquarium are possibly the only devil fish in captivity in the entire world, with one exception of those in the aquarium at Naples. The octopi are very delicate when in captivity. They only live in the tanks about two months.

Two vessels are reported at Hawaii ports loading sugar for delivery to the Wilhelms, which sails for San Francisco Wednesday. They are the Helene and Kaulani, the first being at Papeete and the second at Honolulu when the Mauna Kea passed those ports in urgent bound. Their time of arrival here depends upon the facility with which the sugar is loaded.

Honolulu Wholesale Produce Market

ISSUED BY THE TERRITORIAL MARKETING DIVISION February 18, 1917.

Wholesale Only. MARKETING DIVISION February 18, 1917.

Island butter, lb. cartons	40	Eggs, select, doz.	40	Hens, lb.	28 to 30
Eggs, No. 1, doz.	40 to 43	Ducks, Musc. lb.	27 to 29	Turkeys, lb.	40
Eggs, duck, doz.	35	Ducks, Pekin, lb.	27 to 29		
Young rooster	33 to 40	Ducks, Haw., doz.	5.50 to 6.00		

Beans, string, green, lb.	.08 to .09	Rice, Haw., seed, cwt.	5.00
Beans, Lima, lb.	.09	Peanuts, lb., sm.	.03
Beans, Lima, in pod, lb.	.12	Almonds, lb., lg.	.03
Beans, Maui red (none in market)		Green peppers, lb.	.07 to .09
Beans, Calico	.0300	Green peppers, lb., chili	.07 to .09
Beans, sm. white	.0300	Potatoes, lb., New	3.50 to 3.75
Peas, dry Island, cwt.	6.00	Potatoes, sweet, cwt.	1.00
Peas, doz. bunches	30	Potatoes, sweet, red, cwt.	1.00 to 1.25
Carrots, doz. bunches	1.75 to 2.00	Taro, cwt.	50 to 75
Cabbage, cwt.	1.75 to 2.00	Taro, bunch	.15
Onions, sweet, 100 ears	2.00 to 2.50	Tomatoes, lb.	.08 to .10
Corn, Haw., sm. yellow	50.00 to 55.00	Green peas, lb.	.07 to .08
Corn, Haw., lg. yellow	45.00 to 50.00	Cucumbers, doz.	1.00 to 1.50
Rice, Jap. seed, cwt.	4.75	Pumpkins, lb.	.02 to .03

Bananas, Chinese, bunch	30 to 50	Pineapples, cwt.	1.25
Bananas, Cooking, bunch	1.00 to 1.25	Papayas, lb.	.03
Figs, 100	1.00	Strawberries	.20 to .25
Grapes, Isabella, lb.	.09 to .10	Limes, 100	.75 to 1.00

Cattle and sheep are not bought at Hilo, up to 150 lbs. lb.	13
live weight. They are slaughtered and Hogs, 100 lbs. and over, lb.	.09 to .10
paid for on a dressed weight basis.	

Steer, No. 1, lb.	.19	Kips, lb.	.19
Steer, No. 2, lb.	.18	Hog, white, each	.10 to .20
Steer, hair slip	.15		

Beef, lb.	.11 to .13	Meats, lb.	.15 to .16
Veal, lb.	.12 to .13	Pork, lb.	.15 to .16

The following are quotations on feed, f. o. b. Honolulu:

Corn, sm. yellow, ton	55.00	Oats, ton	52.00 to 54.00
Corn, lg. yellow, ton	54.00 to 56.00	Wheat, ton	63.00 to 64.00
Corn, cracked, ton	56.00 to 58.00	Middling, ton	47.00 to 50.00
Barley, ton	51.00 to 53.00	Hay, alfalfa, ton	32.00 to 35.00
Scratch feed, ton	60.00 to 62.00		

WEEKLY MARKET LETTER

Eggs are gradually getting cheaper. Producers who received fairly prices all through the winter to private trade should not expect to get rid of surplus eggs now when eggs are plentiful at the same prices.

There are more strawberries in the market this year than ever before and most of them are of superior varieties. The best of these berries are being grown at Wahiawa and Kaneohe. Some of the growers are making the mistake of handling berries too often. They should be picked from the plants into the container in which they are marketed, and never touched again. Another thing that growers should guard against is facing the packages that are putting all the best berries in the top layer and the poorer berries in the bottom. The grower may be able to fool a customer once, but it will be at his own expense in the end. Strawberries sell best in one-pound split baskets. There are no Maui red berries in the market.

Record of Shipments Received At Honolulu From Other Islands

Item	Hawaii	Molokai	Kauai	Total
Cattle, head	96	23	0	119
Pigs, head	0	82	0	82
Chickens, crates	0	15	2	17
Hides, bundles	0	20	0	20
Eggs, crates	0	0	2	2
Corn, bags	651	0	0	651
Taro, bags	0	0	42	42
Pumpkins	0	210	0	210
Coconuts, bags	0	0	12	12
Rice, sacks	0	0	50	50
Charcoal, sacks	0	15	0	15
Misc. fruits and veg. sacks	81	0	0	81
Molasses feed, sacks	0	0	43	43

FEWER VARIETIES OF TARO GROWN

Before Advent of Mailes the Hawaiians Raised about Two Hundred Kinds

(Written for The Advertiser by Gerrit P. Wilder.)

For more than a century before the advent of the foreigners to these islands, the Hawaiians had under cultivation some 200 varieties of dry-land and wet-land kalos (taro). Gradually, however, the cultivation of many varieties has decreased year after year, and the average Hawaiian of today knows little or nothing about many kalos excepting those that are grown for commercial purposes. The reason why this is so is the fact that about the year 1870 the Chinese entered into competition with the Hawaiians, and began growing kalos on a large scale, always taking advantage of the varieties that were early to mature and that were heavy producers. They established poi shops, and so the Hawaiians were forced to give up growing their own kalos and making their own poi.

Then, too, the demand for suitable land on which to grow rice, and the need for a big supply of water for its cultivation, caused a rapid decline in kalo growing.

When the Mailes, Kapalanas, Pauas and Makikis were cut up into residence property, and the water rights taken over by the government, the kalo patches in those localities became a thing of the past, and one rarely saw a vernal kalo offered for sale in our markets. The Hawaiians of the old school are

G. O. P. LAWMAKERS ELECT HOLSTEIN SPEAKER AGAIN

Caucus of Republican Legislators Works Smoothly As All Caucuses Should Do

(Mail Special to The Advertiser)

OTHER OFFICES FILLED BY SOLONS WITHOUT A HITCH

Hum of Regular Approval Only Sound That Proceeds From Locked Council Room

Working as smoothly as a well-oiled machine, as all good caucuses should, the Republican legislative caucus met yesterday and elected, or rather decided who would be elected by the legislature for speaker, vice-speaker, chaplain and other sundry offices of the session that starts Wednesday.

H. L. Holstein was chosen as chairman of the house by the caucus, and Wednesday the members of the legislature will go through the formality of officially voting him into office as if no one had ever said a word about the matter before.

Nothing unusual occurred at the meeting. No sounds emerged from the session, which was executive, other than the hum of regular approval of the slate as it was slipped through without a dissenting voice. The same was true of the proposed legislative measures that were caucused—measures following strictly the dictates of the party platform, such as homesteading laws, farm loan act, public improvements, sanitary measures and certain proposed measures to carry out the home rule plan.

From time to time applause punctuated the executive deliberations as the various officials for the session were chosen to be solemnly passed upon by the legislature in deliberative session. These were, besides Holstein as speaker, A. P. Tavares, vice-speaker; Edward Woodward, clerk of the house; A. J. Bright, sergeant-at-arms; L. D. Kaula, chaplain, and I. S. Kain, messenger.

All that remains is for Governor Pinkham to address the joint session of both houses, and the legislature will be officially humming along on its sixty-day course of legislation.

This event will occur Wednesday afternoon, Thursday being a holiday, the legislature will adjourn to negotiate over the gubernatorial address and prepare for the worst that is to come.

The worst seems to be the promised investigations—those that will delve into the gubernatorial conduct of certain national guard matters connected with the Philippines and the superintendent of Charles R. Forbes in the construction of Piers 8, 9 and 10.

Speaker Holstein, who has been credited with the suggestion that there would be a probe of the pier construction said yesterday after the meeting: "I suppose there will be such an investigation. I suppose that there will be several investigations. However, it is up to the various committees under which these subjects come such as the public lands and internal improvement committee and the health, police and military committee."

There has been nothing definite in the way of a show toward these investigations yet. Of course, the attitude towards these matters created by the newspapers has awakened the legislators to the necessity of looking into certain things.

Money For Guard. "One of the problems before us this session is to get enough money for national guard armories. I am inclined to think that there is no need of reviving my bill on military training. The national guard has grown since the last session, and it is up to us, on duty and to keep up interest, on chief purpose now is to see that adequate facilities are provided. But I don't know where the money is coming from."

This is going to be an economical and efficient legislative session as the Territory has ever seen. There will be no waste of time or words and the session will get right down to business.

GUARD WITHDRAWN FROM GERMAN SHIP AT HILO

(Mail Special to The Advertiser)

HILO, February 17.—Following orders received from Honolulu Deputy Collector of Customs Byron K. Baird last Friday morning early gave up all jurisdiction over the German interned steamer O. J. D. Ahlers, and brought ashore the guard of seventeen men of the Twenty-fifth Infantry, U. S. A. in command of Sergeant Jesse Williams, and shipped them to Honolulu on the Mauna Kea. Mr. Baird refused to make any comments upon the orders he had received, stating simply that there were no guards on the Ahlers and that the crew, under command of Capt. Eelbo, were again in full possession of the interned steamer.